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Col. Yate discusses at length the relations between Persia and Baluchistan, and considers it unfortunate that Persia was permitted to annex what is now known as Persian Baluchistan, over which the Government is able to exercise little control, so that the Indian Government has been put to the trouble and expense of sending troops into this lawless region to do work that the Persians should do for themselves. He also deals with the question of Persian and Russian railroads.

Rome. A Practical Guide to Rome and its Environs, By Eustace Reynolds-Ball. viii and 256 pp., 8 illustrations in colour, plans of the Forum, Vatican and Rome. Bibliography and Index. The Macmillan Company, New York, 1906. (Price, \$1.00.)

This book differs in some respects from most guide-books. It is discouraging to the hurried tourist who has only a few weeks to spare to find how thinly he must skim over the surface of things in Rome, though it is richer than any other city in the world in objects of archæological, historical, artistic and religious interest. This book is especially planned to help tourists who wish to get the most profit and enjoyment that is possible in a few weeks' stay. It does not neglect the interests of the more leisurely traveller, but the chief mission of the book seems to be to convince the person who must catch his steamer that he may see, enjoy, and learn much if he will omit everything but the best and keep mainly to that which interests him most, whether it be antiquities, art, architecture, or churches.

In the first place, the book tries to save time by giving unusually full and precise details on practical matters, such as routes, hotels, etc., condensed into 22 pp. of small type. The chapter on hints for sight-seeing concludes with a plan for "doing" Rome in a fortnight, in which the places and monuments that must not be omitted if the stay is only for a week are in bold type. Then follow 217 pp. on the sights of the Eternal City classified in sections as "Ancient and Mediæval Rome," "Renaissance Rome," and "Ecclesiastical Rome," with additional chapters on excursions, the residential parts of the city, etc. The method—in the Forum, for example—is to call attention only to the more important or best-preserved monuments. The pictures in colours by Alberto Pisa are striking, and the map (in pocket) shows all important features numbered with reference to a list in the margin.

Baku. An Eventful History. By J. D. Henry. xvi and 256 pp., 31 Illustrations, Map and Appendix. Archibald Constable & Co., Ltd., London, 1906.

A small area around Baku is the greatest single centre of petroleum production in the world. The magnitude and importance of these Russian oil fields have long been known, and Mr. Henry, who, from his intimate acquaintance with the petroleum industry, is well qualified for the task, has rendered a service by describing the industry as it exists to-day. He sums up the reasons for believing the Baku oil enterprises will have far larger expansion. He supplements and brings down to date the vivid description of the Baku oil industry written by the late Charles Marvin twenty years ago.

The book gives the history of the city and its industry, describes the great spouting wells, with new facts concerning the later history of these phenomena, records fresh information about men and methods at the oil fields and in the refineries, and

gives a long account of the recent massacres and destruction of property which have somewhat arrested the progress of the Caucasian oil business.

But Mr. Henry has the greatest faith in the future of these oil fields. He writes:

In no part of the world have I seen an oil region the compeer of these old and famous fields at Baku, an oil city that can equal in wealth this metropolis of the Caucasus, or a body of oil men who surpass in energy, enterprise, or business capacity those who are at the head of the industry in Baku.

Some of the geologists appear to have been seriously wrong in their calculations. Professor Abich predicted that oil would not be found at a greater depth than 60 or 70 feet, and that the introduction of steam drilling would not be beneficial to Baku. Trautschold, who visited Baku in 1873, was confident that oil of commercial value would not be struck below 200 feet and that the oil would decline in value as the drill went below 140 feet. The most prolific wells of to-day, however, are between 1,500 and 2,000 feet, and the hand-dug wells, favoured by Abich, were discarded as far back as 1878. The most productive wells are at Bibi-Eibat, which, though numbering only 222, or about a tenth of the wells in the peninsula, are yielding nearly a third of the total production.

In Mr. Henry's opinion there will be an early expansion of the oil fields of Russia. New fields are being opened on every hand. The industry is already recovering from the recent terrible events, when so much property was destroyed and hundreds of Armenians were ruthlessly butchered by the Tartars. The work of rebuilding the derricks, cleaning out the wells, and erecting drilling and pumping machinery is being pushed with all possible speed. An interesting chapter is given to Batoum, the world's largest shipping port for oil; and the trade in the Russian commodity is fully treated. This is a good and useful book.

Bedeutung und Aussprache der wichtigsten schulgeographischen Namen. Von Dr. A. Wolleman. 68 pp. Wilhelm Scholz, Braunschweig, 1905. (Price, M. 1.)

This pamphlet defines about 2,300 of the more common and important geographical names of peoples and nations, as well as places, rivers, terms used in physical geography, etc. In his short and sensible introduction Dr. Wolleman shows once more how illogical it is that the name of a country or a city should change with the language in which it is written. How much better, he says, if *Deutschland* were the universally accepted name for *Germany* and *Milano* for *Milan*! He does not labour this point, and that is well, for the obstacle in the way of uniform usage is the existence of different languages; an illogical, but a human condition which will last as long as the world.

The arrangement of the names is alphabetical under each country or region of Europe, and in one alphabet each under Asia, Africa, Australia, and other heads.

Dr. Wolleman says of San Francisco:

Originally named after the English navigator Sir Francis Drake, who anchored here in 1579.

Prof. George Davidson, of the United States Coast and Geodetic Survey, read before the California Historical Society in 1889 a paper setting forth his conclusion, after many years' study and personal examination of the coast, that Drake never saw San Francisco Bay. The paper was published in 1890.

The city was undoubtedly named after St. Francis of Assisi.